

# Request details

## 1. Who is submitting this Request?

Residents of the "Lagjja Xhamia e Re" neighbourhood, business representatives and representatives of the "EBU BAKER" Mosque, Zajza Street, Bërxullë Administrative Unit, Municipality of Vora, Albania.

## 2. IPAM is committed to protecting your identity if you fear reprisals. Do you want your name(s) (or the name of your organisation) to be kept confidential throughout this process?

No

### a. Why do you require confidentiality?

## 3. Do you fear risk of retaliation for sharing your concerns with IPAM?

No

### a. Please provide details. Let us know if this information should be treated confidentially.

## 4. Country

ALBANIA

## 5. Please provide your contact information.

### a. Telephone number

[REDACTED]

### b. Mobile number

[REDACTED]

### c. Email address

[REDACTED]

### d. Mailing Address

[REDACTED]

### e. Fax number

## How can we best contact you?

mobile number

## 6. Please name or describe the EBRD Project(s) that raises concerns.

Residents of the "Lagjja Xhamia e Re" neighbourhood, business representatives and representatives of the "EBU BAKER" Mosque, Zajza Street, Bërxullë Administrative Unit, Municipality of Vora, Tirana, Albania

## 7. What harm do you believe has been caused, or might be caused, by the Project?

We the residents of the "Lagjja Xhamia e Re" neighbourhood, business representatives and representatives of the "EBU BAKER" Mosque, Zajza Street, Bërxullë Administrative Unit, Municipality of Vora, Albania, where some thirty eight families reside, are addressing this complaint to you because our neighbourhood is impacted by the "Rehabilitation of the Durrës – Tirana TPP rail line and the construction of the Rail Line at the Mother Tereza Airport" project.

According to the project, the existing road (level crossing) at Km: 24+600 which we access from the access road to reach our homes, the mosque and businesses and which serves as a road for all types of vehicles will be closed. We have sent a petition on 20.08.2022, addressed to the Ministry of Infrastructure and Energy, the Municipality of Vora, the Road Authority and Albanian Rail.

Only Albanian Rail replied with its letter with Protocol No. 130/1 dated 10.10.2022. In the letter they provide a clarification of the project and the locations of the crossing points in our area, provided in a layout map.

Albanian Rail deems the existing road (level crossing) at Km: 24+600 to be an unauthorized road, even though this road has been there since 1999, which can be easily verified in the ASIG maps.

According to the project, Albanian Rail has determined two underpasses and one level crossing for our area, respectively underpasses at Km: 24+315 and Km: 25+133 and Level Crossing at 23+806.

## 8. Are you directly and personally affected by the Project?

Yes

### a. Are you submitting this Request as a Representative of a person or group affected by the Project?

Yes

#### Requester name(s)

#### Requester email address(es)

#### Requester phone number(s)

#### Requester mailing address(es)

### b. Are you submitting this Request as an Organisation that is not directly or personally affected by the Project?

No

### i. Are there people living, working or using the land in the Project Area?

No

### a. Please describe your efforts to engage with Project-affected people on the issues you are raising.

### b. What feedback did Project-affected people give you about the Project impacts?

### c. What has prevented Project-affected people from submitting this Request?

**9. Have you ever contacted the EBRD or the EBRD Client to try to raise and voice your concerns?**

Yes

**a. What was the name of the person(s) or department that you contacted?**

[REDACTED]

**b. Please describe the efforts you made to raise your concerns with EBRD staff or the Client. How and when did you contact them?**

We have sent the following authorities a petition on 20.08.2022 and again on 15.11.2022:

[REDACTED]

**c. What response did you receive from the EBRD or the Client when you tried to raise your concerns?**

We have only received replies from Albanian Rail in their letter with protocol No. 130/1 dated 10.10.2022 and their letter with protocol No. 1071/1 dated 05.12.2022, scans of which are attached here in this email.

**Reason why you have not contacted the Client or EBRD**

**10. What do you hope to achieve through the IPAM process?**

We request a revision of the project and a resolution to our concern. We request that the current Level Crossing at Km: 24+600, which is used by all types of vehicles, and which according to the experts can be easily resolved with an electronic barrier arm, not be closed

The opening of an underpass at Km: 24+600 (4x4) for small vehicles for the residents and our mosque "Ebu Baker" which is used by many believers, and the rehabilitation of the road that connects our area with the underpass at Km: 25+133 for the crossing of various transport vehicles and heavy load vehicles (trailers, etc.) that serve the community and small and large businesses, which are orderly taxpayers and have a considerable number of employees, and who have become an employment opportunity for the residents of this area. These businesses have invested and have a number of times privately supported the rehabilitation of the road connecting the neighbourhoods and the Mosque with the level crossing at Km: 24+600.

Unless our request is fulfilled, there will be problems in the daily lives of the residents, businesses would not be able to operate and would fail and we will be obligated to protest and stop the works.

We are not against any major infrastructure in our country and we support and congratulate the Government for any investment made in the service of its citizens, however we seek a resolution to our concern.

**11. IPAM has two paths for reviewing your concerns.**

Problem Solving

**12. Please list the Policy requirements you believe the EBRD has not met on this Project.**

We do not believe that the EBRD is the reason and cause for our issue, because as far as we are informed, the project includes remedies for problems like ours. We believe that it is Albanian Rail that does not want to deal with this concern.

**13. Have you submitted any complaints to other organisations in relation to the concerns raised in your Request?**

We have sent the following authorities a petition on 20.08.2022 and again on 15.11.2022:

[REDACTED]

**14. Any other information you consider relevant?**

All letter and information that we have will be sent to you at: [ipam@ebrd.com](mailto:ipam@ebrd.com)

I hope this email finds you well,

My name is Ditmir Zeqa.

I reside in Tirana and I am writing this email on behalf of the residents and the community of the “Lagjia Xhamia e Re” neighborhood, business representatives, and representatives of the “EBU BAKER” Mosque, Zazja Street, Bërxullë Administrative Unit, Municipality of Vora, Tirana, Albania.

We have also filled out the online complaint on your website, but I will also provide a short clarification with this email.

We the residents of the “Lagjia Xhamia e Re” neighborhood, business representatives, and representatives of the “EBU BAKER” Mosque, Zazja Street, Bërxullë Administrative Unit, Municipality of Vora, which in total are about thirty-eight families are sending you this letter because our neighborhood is impacted by the project for the “Rehabilitation of the Durrës-Tirana Rail Line TPP, and the construction of the Rail line at the Mother Tereza Airport”.

According to the project, the existing road (level crossing) at Km: 24+600 where we cross from the main road to our homes, the mosque, and our businesses, and which serves as an access road for all types of vehicles, will be closed.

We have sent two petitions to our institutions explaining our issue and concerns. In addition, we were present in a meeting with the Municipality of Vora, the Albanian Rail, representatives of the community, representatives of the Muslim Community, and business people in the area.

Both times, our demands have not been taken into account by Albanian rail, which is the main entity responsible for this project.

We are addressing these concerns to you in the hope that you may find a solution to this issue.

You will find our petitions, the replies to those petitions, and pictures and video of the road and the concerning juncture in question attached to this email.

**We absolutely not against a major project that will benefit the country, and we support, congratulate and thank you for any investment made in our country and to the benefit of the citizens.**

**We just ask that you review our request and that a solution be found for this issue!**

**Thank You!**

**Ditmir.**

## PETITION

DATE: 29.08.2022

### TO:

- VORA MUNICIPALITY
- ALBANIAN ROAD AUTHORITY
- MINISTRY OF INFRASTRUCTURE AND ENERGY
- ALBANIAN RAILWAYS

LEGAL BASIS: Article 19/1 of Law No. 139/2015 “On Local Self-Government”

Honourable Heads of Institutions,

We, the residents of “Lagjja Xhamia e Re” quarter, representatives from businesses and from the “EBU BAKER” Mosque, “Zajza” Street, Bërxulla Administrative Unit, Vora Municipality, comprising Thirty Eight households, address to you this petition with regard to our quarter being affected by the project: **“Rehabilitation of Durrës – Tirana Public Transport Terminal (PTT) Railway Line and New Railway Connection to Tirana International Airport (TIA)”**.

According to the project, the existing road through which we access our houses, the Mosque and businesses from the secondary road, which enables the traffic of all types of vehicles, will be closed, and the only available roads are nearly 2 km away from the existing road. Along the entire 2 km length, the road violates all standards and there have been no investments for many years. The road is full of potholes. The situation becomes direr when weather conditions worsen; the mud and water make it very difficult for pedestrians to cross, as well as for the small vehicles of residents and the numerous believers who visit the Mosque and for primary-school pupils’ transport vehicles; it also completely prevents businesses from receiving and delivering goods.

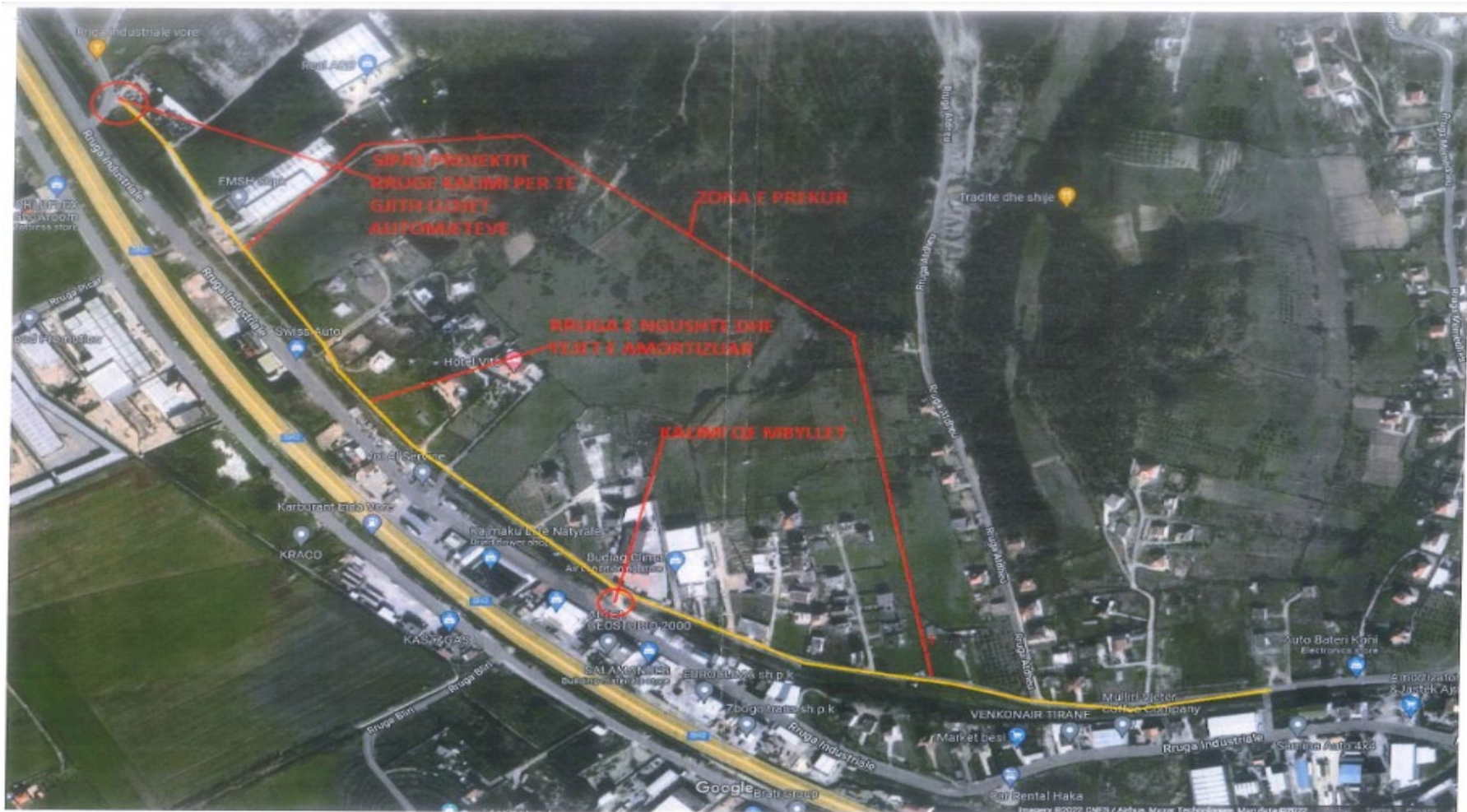
We request that the project be revised and an Underpass be opened near the existing crossing, which will enable the traffic of vehicles and minibuses. We also request that the road be widened and rehabilitated, starting at the crossing foreseen in the project, in order to allow the traffic of heavy vehicles (trailers, etc.) and other transport vehicles that are necessary for the operation of local businesses and provision of community services.

Please find attached hereto the map showing the location of the affected area, the crossing foreseen in the project, the crossing that will be closed, the suggested underpass and the old and damaged road that violates all standards.

We kindly urge you to consider our problem and we remain hopeful that you will provide a solution!

Thank you!

Representatives:



According to the project: crossing for all vehicle types

Very narrow and old road

Affected area

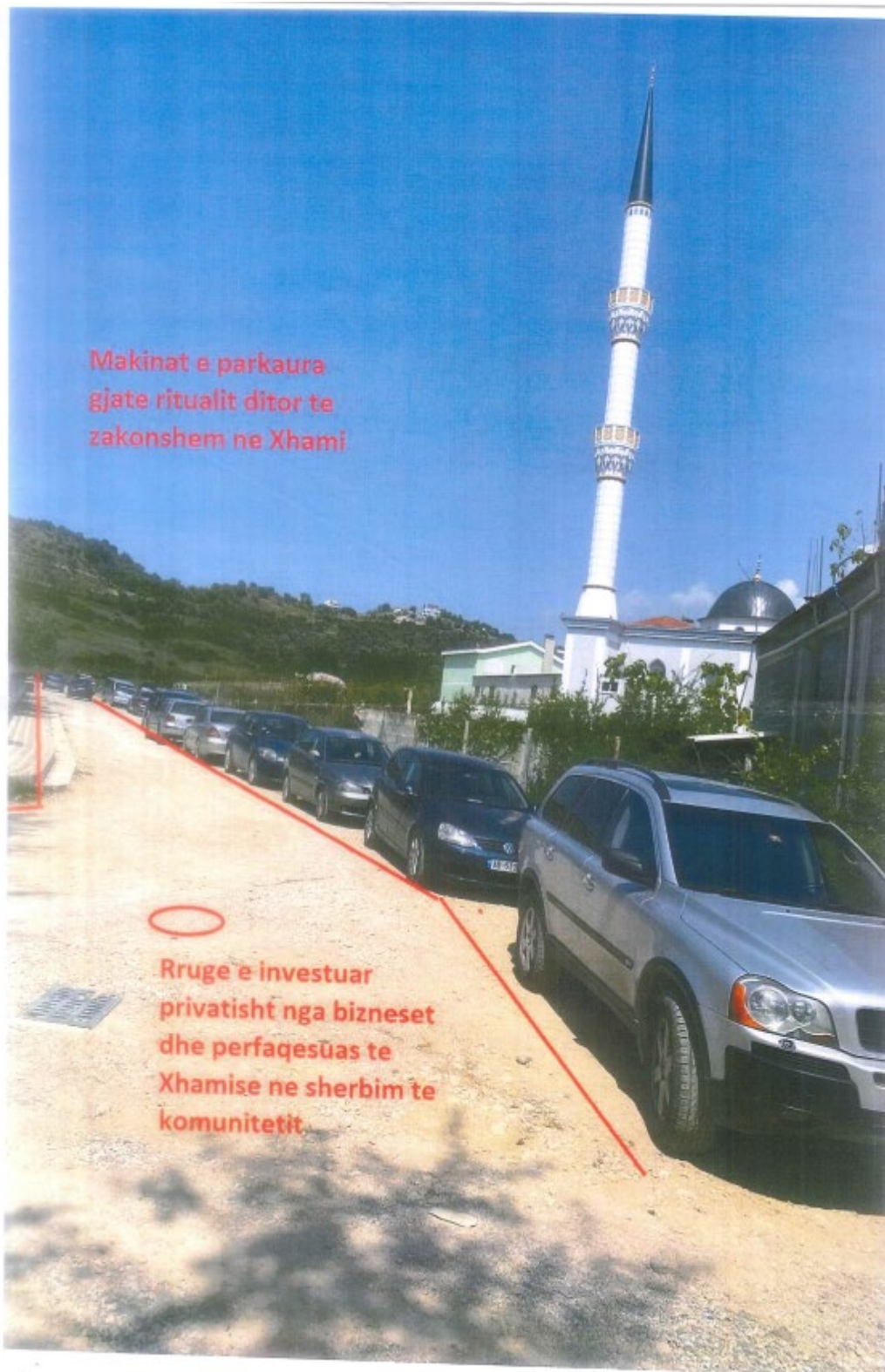
Crossing that will be closed











Makinat e parkura  
gjate ritualit ditor te  
zakonshem ne Xhami

Rruge e investuar  
privatisht nga bizneset  
dhe perfaqesues te  
Xhamise ne sherbim te  
komunitetit

Cars parked during the usual daily Mosque activities  
Road privately invested in by businesses and Mosque representatives to the benefit of the community



The road that will be closed

The suggested Underpass that can easily be opened



**REPUBLIC OF ALBANIA**  
**MINISTRY OF INFRASTRUCTURE AND ENERGY**  
**HEKURUDHA SHQIPTARE SH.A (ALBANIAN RAILWAYS)**  
**PROJECT MANAGEMENT AND IMPLEMENTATION UNIT**  
**ADMINISTRATOR**

**Protocol No. 130/1**

**Date: 10/10/2022**

**Subject:** Petition Reply

**Reference:** *Contract of Works for Project No. 48466 “Rehabilitation of Durrës – Tirana Public Transport Terminal (PTT) Railway Line and New Railway Connection to Tirana International Airport (TIA)”*

**To:** [REDACTED]  
Alderman of Bërxullë Kodër village

**Vora**

**Attn: Vora Municipality**

**Vora**

**Bërxulla Administrative Unit**

**Vora**

**Ministry of Infrastructure and Energy**  
“Abdi Toptani” Str., No. 4

**Tirana**

**Obermeyer Albanian Branch Ltd – Consulting Engineers**  
Old National Road, Vora (former TRISS Construction Firm)

**Vora**

Dear [REDACTED]

In response to the petition submitted by the residents of “Lagjja Xhamia e Re” quarter, representatives from local businesses and representatives from the “Abu Baker” Mosque in “Zajza” Street, Bërxulla Administrative Unit, Vora Municipality, Albanian Railways (HSH) has reviewed the request to grant the local residents’ houses, businesses and the Mosque in the area affected by the aforementioned construction project, access through the secondary road, and therefore informs you as follows:

Currently, the access from the secondary road to the “Lagjja Xhamia e Re” quarter takes place through the unauthorized road-level crossing at KM 24+600, which will be closed due to the rehabilitation works to be performed under the railway project. For this reason, in your letter you requested the opening of a railway underpass to enable car and minibus traffic, as

well as the upgrading of the local road to enable the traffic of heavy vehicles at road-level crossings, to the benefit of local businesses.

The HSH wishes to inform you that, in order to provide access to and discipline the traffic of vehicles and pedestrians, the implementation project has foreseen the establishment of two underpasses (under the railway tracks) as regards the parallel roads along the railway segment from KM 24+325 to KM 25+133 (i.e., 808 meters in length). Furthermore, in order to ensure access for heavy vehicles (trailers, etc.), the project also foresees road-level crossings at KM 23+806 and KM 29+189, thus ensuring adequate access to the area (Bërxulla village) with the parallel roads.

In conclusion, in terms of access handling, the area is properly covered with road-level crossings and underpasses.

As regards the request to expand and rehabilitate the existing unpaved road parallel to the railway, which is quite old (2 km long), the HSH wishes to underline that these roads are assets of Vora Municipality and are not covered under our project. Moreover, the existing local roads (paved/unpaved) are not level to the railway tracks.

In the framework of the Engagement Plan with Project Stakeholders, on 07.10.2022, the HSH staff conducted an on-site meeting with Bërxulla Administrative Unit's Administrator, [REDACTED], and Bërxullë Kodër's Alderman, [REDACTED] to discuss the aforementioned concerns of the community and present the technical solutions of the project.

As a reference, please find attached hereto the explanatory layout of the technical solutions.

Lastly, the HSH hopes that the successful completion of the Project will benefit the residents and businesses near the railway.

Thank you for your understanding,

**COMPANY ADMINISTRATOR**

[REDACTED]

*[seal and signature]*





Nën kalim – underpass; Rugë ekzistuese (çakëlli) – Existing road (gravel); Kalim në nivel – Road-level crossing

# PETITION

DATE: 15.11.2022

TO:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

LEGAL BASIS: Article 19/1 of Law No. 139/2015 “On Local Self-Government”

Honourable Prime Minister,

Honourable Heads of Institutions,

We, the residents of “Lagjja Xhamia e Re” quarter, representatives from businesses and from the “EBU BAKER” Mosque, “Zajza” Street, Bërxulla Administrative Unit, Vora Municipality, comprising Thirty Eight households, address to you this petition with regard to our quarter being affected by the project: **“Rehabilitation of Durrës – Tirana Public Transport Terminal (PTT) Railway Line and New Railway Connection to Tirana International Airport (TIA)”**.

According to the project, the existing road (Road-level crossing) at KM 24+600, through which we access our houses, the Mosque and businesses from the secondary road, which enables the traffic of all types of vehicles, will be closed.

We have submitted a prior petition dated 20.08.2022 addressed to the Ministry of Infrastructure and Energy, Vora Municipality, the Albanian Road Authority and Albanian Railways.

We received a reply only from Albanian Railways via the Letter with Protocol No. 130/1, dated 10.10.2022, wherein they provided explanations regarding the project and defined the crossings in our area through a layout map.

According to Albanian Railways, the existing road (road-level crossing) at KM 24+600 is an unauthorized road, despite the road’s existence since 1999, as can be easily verified by ASIG maps.

Based on the project, Albanian Railways has defined two Underpasses and one Road-level crossing in our area, specifically the **Underpass at Km: 24+315, Underpass at Km: 25+133 and Road-level crossing at Km: 23+806.**

#### **Clarification:**

**The Underpass at Km: 24+315** is not suitable for all vehicle types and, most importantly, it connects directly to the secondary road, without any field of view of either side of the road because it is located at a turn and there are buildings on both sides, which makes exiting this Underpass an accident risk and it violates the regulation laid down by the **Road Code of the Republic of Albania.**

**The Underpass at Km: 25+133** is an Underpass that meets conditions regarding the traffic of heavy vehicles (trailers, etc.), but is inaccessible due to the condition of the road that leads to the Underpass.

The road violates all standards, it is narrow in certain points, has a relatively long slope that makes the traffic of transportation vehicles difficult and the traffic of other cars and heavy vehicles (Trailers, etc.) impossible, particularly during Fall-Winter. Residents also report that there are ownership issues regarding the segments that require widening.

**The Road-level crossing at Km: 23+806** is completely inaccessible due to the works performed. The route of the existing road that connects our area to the crossing is covered and the railway border is close to private properties; therefore, there is no means of passing through to access the **Road-level crossing at Km: 23+806.**

The entire clarification above can be easily verified on site, and we have attached a layout map indicating the problematic areas, as well as a **USB flash drive** containing photos and videos of the problematic areas.

#### **Request:**

**Following the consultation with engineers and field experts, we request that you resolve this issue as per the following options:**

Option 1.

We request that the project be revised and our concern resolved. We request that the existing Road-level crossing at Km: 24+600 remains open, as it enables the traffic of all vehicle types and experts state that traffic in this segment can be easily controlled using an electronic boom barrier.

Option 2.

Opening an Underpass at Km: 24+600 (4x4) to allow the traffic of small vehicles for local residents and our “Ebu Baker” Mosque, which is visited by numerous believers, as well as rehabilitating the road that connects our area to the Underpass at Km: 25+133 for the traffic of different transport and heavy vehicles (trailers, etc.) to the benefit of the community, small and large businesses that are regular taxpayers and employ a considerable number of people, thus having become an employment opportunity for locals. The businesses have invested and have privately contributed several times to the rehabilitation of the road connecting the quarters and the Mosque to the Road-level crossing at Km: 24+600.

If our request will not be met, it would lead to issues as regards the everyday life of residents, and it would hinder and bankrupt businesses because all of our daily and work activities are directly connected to the crossing.

**We do not oppose any major works taking place in our country. We support and applaud the Government for every investment it undertakes to the benefit of the citizens. All we ask is for our problem to be resolved.**

**We kindly urge you to consider our problem and we remain hopeful that you will provide a solution!**

Thank you!

Representatives:





Existing crossing, Road-level crossing at Km 24+600 (**Crossing that will close**)

Part of the existing road that can connect the area to the Underpass at Km: 25+133. Very old and damaged, narrow and with a relatively long slope.

Underpass at Km: 25+133





Road-level crossing at Km: 23+806

Railway

Blocked road connecting the area to the Road-level crossing at Km: 23+806; Underpass at Km: 24+315

Existing crossing, Road-level crossing at Km 24+600 (**Crossing that will close**)

Existing gravel road



**REPUBLIC OF ALBANIA**  
**MINISTRY OF INFRASTRUCTURE AND ENERGY**  
**HEKURUDHA SHQIPTARE SH.A (ALBANIAN RAILWAYS)**  
**PROJECT MANAGEMENT AND IMPLEMENTATION UNIT**  
**ADMINISTRATOR**

**Protocol No. 1071/1**

**Date: 5/12/2022**

**Subject:** Reply to Petition dated 15.11.2022

**Reference:** *Contract of Works for Project No. 48466 “Rehabilitation of Durrës – Tirana Public Transport Terminal (PTT) Railway Line and New Railway Connection to Tirana International Airport (TIA)”*

**To:** [REDACTED]  
Alderman of Bërxullë Kodër village

**Vora**

**Attn:** [REDACTED], Tirana, Albania

**Tirana**

**Bërxulla Administrative Unit**

**Vora**

**Ministry of Infrastructure and Energy**  
“Abdi Toptani” Str., No. 4

**Vora**

**Obermeyer Albanian Branch Ltd – Consulting Engineers**  
Old National Road, Vora (former TRISS Construction Firm)

**Tirana**

**Vora**

Dear [REDACTED],

Following your first petition submitted on 20.08.2022 by the residents of “Lagjja Xhamia e Re” quarter, representatives from local businesses and representatives from the “Abu Baker” Mosque in “Zajza” Street, Bërxulla Administrative Unit, Vora Municipality, to Albanian Railways (HSH), requesting to grant access through the secondary road to local residents’ houses, businesses and the Mosque in the area affected by the project of the rehabilitation of Durrës-Tirana PTT railway line – Tirana International Airport (TIA) railway, and the reply of Albanian Railways thereto entitled “*Petition Reply*” with Protocol No. 130/1, dated

10.10.2022, the HSH hereby confirms the receipt of your second Petition dated 15.11.2022, which concerns the same request, but includes the proposal of several solution options.

As you are aware, Albanian Railways (HSH) has once again carefully reviewed your requests regarding the provision of access, by considering each of the options proposed by the petitioners. The technical options have been extensively discussed and consulted with the project's technical team (project implementation and supervision unit), as well as with the petition representatives and Vora Mayor in the three meetings held for such purpose.

Currently, the access from the secondary road to the "Lagjja Xhamia e Re" quarter takes place through the unauthorized road-level crossing at KM 24+517, which will be closed due to the railway project.

In accordance with the technical requirements of the project, the enclosing of the railway tracks throughout the railway length has been foreseen. Such enclosure is necessary to meet the required standards as regards train operation speed and safety. Residents are able to move and cross along both sides of the railway through existing and new structures, specifically:

- Road-level crossings,
- Road-level pedestrian crossings,
- Vehicle underpasses,
- Vehicle overpasses,
- Parallel roads

Currently, the project establishes that residents are able to cross the railway through two Underpasses (at KM 24+315 and KM 25+133) and a Road-level crossing at KM 23+806.

As a reference, please find attached hereto Appendix 1, which provides the layout of the railway segment from KM 23+800 to KM 25+300 with orthophotos marking the aforementioned structures.

The detailed review of the options proposed by the petitioners is provided below:

#### **Option 1: Establishing an authorized road-level crossing at KM 24+517**

It is worth mentioning that the distance from the unauthorized crossing at KM 24+517 to the road-level crossing at KM 23+806 is only 710 m, thus being less than the minimum distance of 2.5 km (between two road-level crossings) foreseen under the Railway Code.

The position of the unauthorized crossing (KP 24+517) does not allow the establishment of a road-level crossing compliant with the standards and regulations on safe railway operation, mainly due to:



- The height difference between the parallel road and the railway tracks exceeding 4.4 m, thus being at a slope of 7-10%, which is unacceptable.
- The existing unpaved road including a 90-degree turn with a 10 m radius, which does not comply with the standard, particularly if stretch trailers are to travel on it.
- The road near the crossing being parallel and too close to the railway tracks, which does not allow sufficient space to place barriers and other related structures.

*See Appendix 2 for further details.*

### **Option 2: Constructing an Underpass (4.0 x 4.0) m at KM 24+600**

The location is unsuitable to construct an underpass due to unevenness and depressions. There is already a hydraulic structure placed in this location as part of the existing railway. The rainwater of the entire left-side area of the project drains at this structure.

The segment is at risk of flooding, which is why the project has foreseen the construction of a hydraulic structure (2.0 m x 2.0 m culvert) at KM 24+623.

*See Appendix 3 for further details.*

The following are the detailed solutions envisaged by the railway project:

- **Structure: Underpass for vehicle and pedestrian traffic at KM 24+315 (3m x 2m):**

The structure is located 202 m away from the unauthorized crossing at KM 24+513 and is part of the project technical requirements, thus preserving the functionality of art works (culverts, bridges) without affecting the existing infrastructure. The structure in question provides safe access to small vehicles and pedestrians. Residents can access this underpass through the existing road.

- **Underpass for vehicle and pedestrian traffic at KM 25+133 (8.8m x 5.5m)**

The structure is located 616 m away from the unauthorized crossing (KM 24+517). There also used to be an existing underpass, which has undergone extensive rehabilitation that intends to establish an underpass with inner dimensions of (8.5 x 5.5) m and a final height/vertical space of 3.5 m. This structure dimension will allow the placement of a local E1-type road, in accordance with the Albanian standard, and will meet the needs of the local community and businesses (including the community relevant hereto).

In order to meet the required standards regarding the traffic of 4.5 m vehicles, further investments are required to be made for the existing roads in this intersection, to adopt a new length-wise profile and a new wider section for a roughly 100 m length. Such additional changes require an engagement that is not included in our railway project. **It should be taken into consideration for the new investment to be made by other authorities involved in road project implementation.**

- **Road-level crossing at KM 23+806**

In line with the Project technical requirements, a Road-level crossing has been foreseen at KM 23+806, which is located around 710m away from the unauthorized road-level crossing (KM 24+517).

As you have stated, it is impossible to gain access through the unpaved passage to the existing road-level crossing due to its overlap with the railway construction corridor's segment within the territory and the upper railway border.

**Conclusion:**

Based on the information above, the HSH thinks that the approved railway Project includes all the necessary facilities to enable residents to move and travel normally.

Through the upgrading of the Underpass at KM 25+133, the railway project has undertaken a further step to improve the standards of the existing local infrastructure.

The current unpaved road network is located outside of the railway territory and is not considered a "related structure" as the roads function independently of the railway project.

The other authorities should contribute toward the upgrading of the existing road network in the area.

Thank you for your understanding,

**COMPANY ADMINISTRATOR**



*[seal and signature]*

